

Patent Claims:

1. Method of improving the coefficient of friction of brake linings of a friction brake (3, 4) of a vehicle or a cabin of an elevator, wherein the brake (3, 4) is automatically actuated according to a predetermined program depending on a predetermined first parameter (6), in particular a first measured value, and the program is terminated depending on a predetermined second parameter (6), preferably a second measured value,  
c h a r a c t e r i z e d in that the brake is automatically actuated in intervals by means of the brake.
2. Method as claimed in claim 1,  
c h a r a c t e r i z e d in that for the wear-in of the brake linings the first parameter represents the initiation of the vehicle or the cabin of the elevator or the brake lining exchange, and in that the second parameter represents a predetermined time period and/or a predetermined distance covered by the vehicle or the elevator cabin, and the predetermined values are measured starting from the occurrence of the first parameter.
3. Method as claimed in claim 1,  
c h a r a c t e r i z e d in that for the recovery of the tapered wear of brake linings, the first parameter is determined by the drop of the rigidity of the brake below a predetermined first nominal value, and in that

the second parameter is determined by the rigidity exceeding a second nominal value, and preferably the first nominal value is in conformity with the second nominal value.

4. Method as claimed in claim 3,  
c h a r a c t e r i z e d in that the rigidity is determined indirectly by the clamping travel in the brake caliper that is required for a defined clamping force or pressure.
5. Method as claimed in claim 1,  
c h a r a c t e r i z e d in that for the regeneration of the coefficient of friction of brake linings with a reduced coefficient of friction, the first parameter is determined by the drop of the deceleration of the vehicle below a predetermined first nominal value at a predetermined clamping force or pressure of the brake, and in that the second parameter is determined by the deceleration exceeding a second nominal value at a predetermined clamping force or pressure, and preferably the first nominal value is in conformity with the second nominal value.
6. Method as claimed in claims 1 to 5,  
c h a r a c t e r i z e d in that a third parameter is provided, the presence of which prevents the start of the program when the first parameter appears.
7. Method as claimed in claim 6,  
c h a r a c t e r i z e d in that the third parameter is a measured value.